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### REMARKS

Claims 1 and 7 remain pending. Reconsideration of the Official action is requested.

The Examiner rejected claims 1 and 7 under 35 USC 103(a) as being obvious on consideration of Nakamo et al. (US 6,665,598) in view of Tamai (US 5,608,635) in view of Yasuda (US 6,594,569). Applicant respectfully traverses.

Nakamo discloses CPU, ROM, RAM, and EEPROM. However, in Nakamo's control system, the assist map data is stored in the EEPROM and is rewritten in the EEPROM. In applicant's invention of claim 1, "a ROM which stores a plurality of map data for a plurality of different vehicles...." makes it clear that the map data is stored in the ROM. In this regard, more particularly, Nakamo recites in column 4, lines 47-46 that "the assist current calculator 31 computes an assist current command value I based on an assist map, which is previously stored in the EEPROM 25". Later, there is further discussion in Nakamo indicating that the assist map data stored in the EEPROM is rewritten also in the EEPROM. That is, in column 11, lines 36-39, it is stated "that after, the operator manipulates the input portion 130 such that the CPU 110a communicates with the ECU 20 to store the rewritten control parameter data in the EEPROM 25." Thus, Nakamo discloses different structure than the structure required by claim 1 wherein the ROM stores the plurality of map data.

Yasuda merely discloses a resetting of steering characteristics using a personal computer (mouse). Both Nakamo and Yasuda disclose changing (adjusting) the assist map. However, neither reference teaches or suggests that the ROM stores a plurality of map data and that the memory EEPROM stores the label information and that the map data is read out based on the label information.

In the case where map data is different for a plurality of different vehicles, with a control system like that disclosed in Nakamo or Yasuda or a combination of them, it is possible to change the map data. However, the map data must be adjusted for each vehicle which requires a very long setting time. In other words, the control system of

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Nakamo and Yasuda belongs with the prior art as was introduced in applicant's specification at page 2, line 5 to page 3, line 6.

According to the present invention of claims 1 and 7, because map data that is suitable for an intended vehicle can be read out or selected from a plurality of map data stored in the ROM, it is possible to perform a setting of map data for a plurality of different vehicles in a short period of time. For example, in the case where a plurality of different kinds of vehicles are made along the production line, the setting for each kind of vehicle can be carried out merely by using the label information suitable for the intended kind of vehicle. This advantage of using label information stored in memory to select and read out at startup, map data for a particular vehicle is an advantage only realized by the present invention and not by Nakamo or Yasuda or a combination of them.

Furthermore, Tamai does not remedy the lack of disclosure of the other references. Tamai is directed to a navigation system for a vehicle. The navigation system has a plurality of map data such that given a current position of the vehicle and a proposed categorical destination, there are means for comparing proposed routes and choosing a single optimal route. For example, see column 2, lines 15-65. In this regard, there is no suggestion that the map data is anything other than various geographical routings from a particular starting position to a particular ending position and that the map data has nothing to do with vehicle characteristics of a single vehicle, say nothing of a plurality of vehicles. Tamai's disclosure belongs to a different, non-relevant technical field. The map data of the navigation system of Tomai is used during normal driving of a vehicle, not at start-up of an electric power steering control device, as required by claims 1 and 7.

Claim 1 is non-obvious since the memory stores label information corresponding to one of a plurality of map data wherein the map data is stored in the ROM and relates to a plurality of different vehicles. The structure is such that the label information is read out at startup and the map data is selected from the ROM based on the label information and the assist steering force is controlled based on the selected map data.

Furthermore, claim 7 is patentable since it uses the structure of claim 1 to not only copy the label information for the selected map from the ROM to the memory, but then selects an address where the selected map data on the ROM is stored based on the label

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information, reads the selected map data from the ROM and stores the selected map data in the memory, and copies a set of constants or mathematical expression data from the ROM to the memory.

In view of the above, it is submitted that the application is in condition for allowance. Reconsideration is requested. Allowance of claims 1 and 7 at an early date is solicited. Any questions regarding this communication can be directed to the undersigned attorney, Curtis B. Hamre, Reg. No. 29,165 at (612) 455-3802.



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Respectfully submitted,

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By:

A handwritten signature in black ink, appearing to read 'Curtis B. Hamre'. The signature is written over a horizontal line.

Curtis B. Hamre  
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CBH/lad